THE AUTOMOTIVE EDGE™

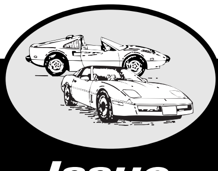
12.02

The Official Publication of the
NATIONAL LOCKSMITH AUTOMOBILE ASSOCIATION™

2003 Toyota Corrolla

by Michael Hyde

1. The newly designed 2003 Corolla has a different body style and lock system than in years past. This budget minded car is highly popular among rental car agencies. The chance you will run into one of these is very high, and you need to be prepared to make money and make fast work of this car. There is no transponder system on this car. Since this car uses the new Toyota code series, you will need accurate and precise code cutting equipment.



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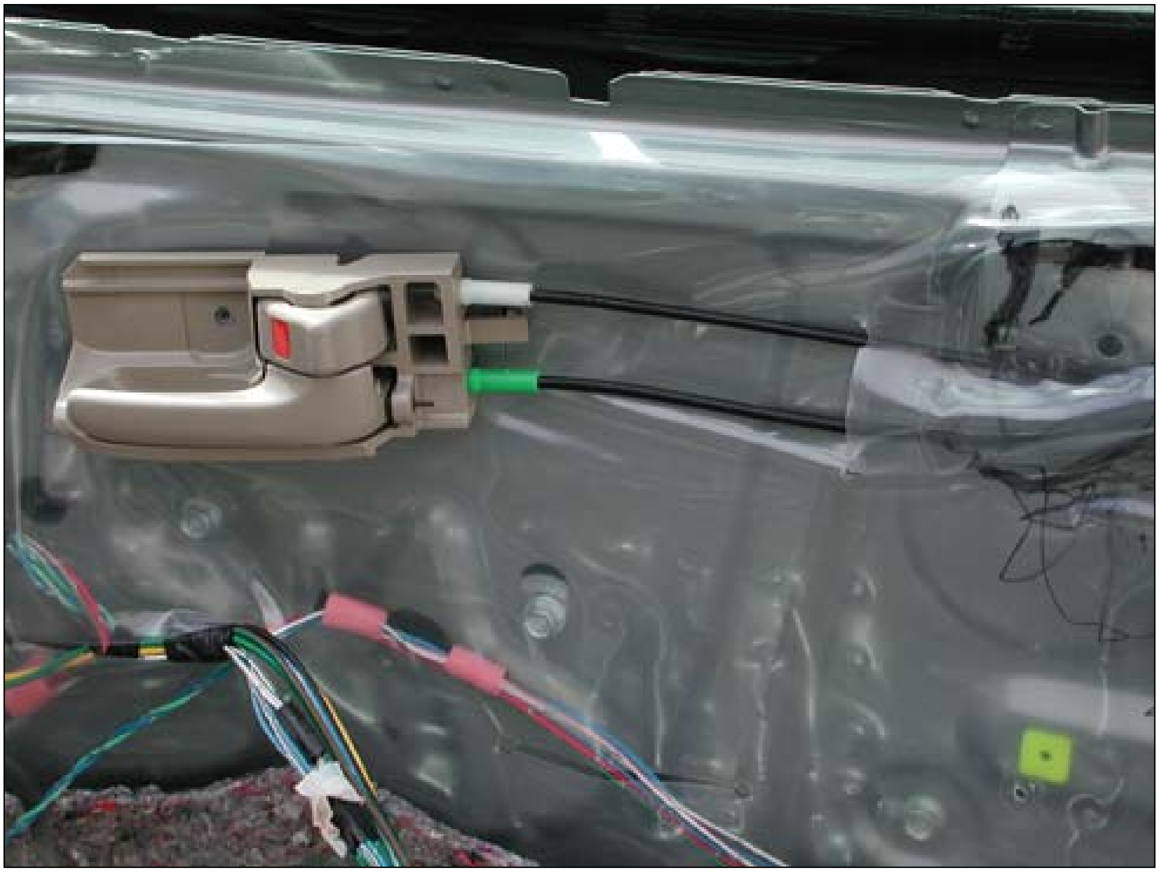
Here are the two best websites for Automotive Locksmiths:

www.TheNationalLocksmith.com
Chat, Forums, Editorial,
Online Store, Tech Support

www.Laserkey.com
Product & Technology Sales,
Transponder Information Resources



2. Since the late 1980's Toyota has been making their cars harder to open with old methods, and keeping the locksmith industry on their toes. The new Corolla uses cables for linkage rods and is well shielded.

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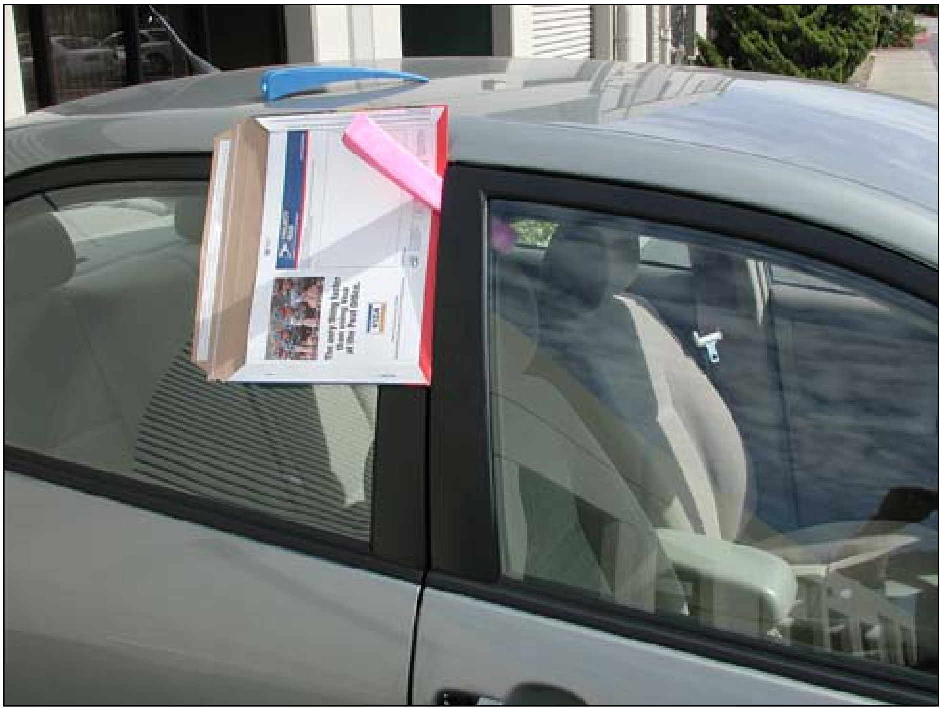
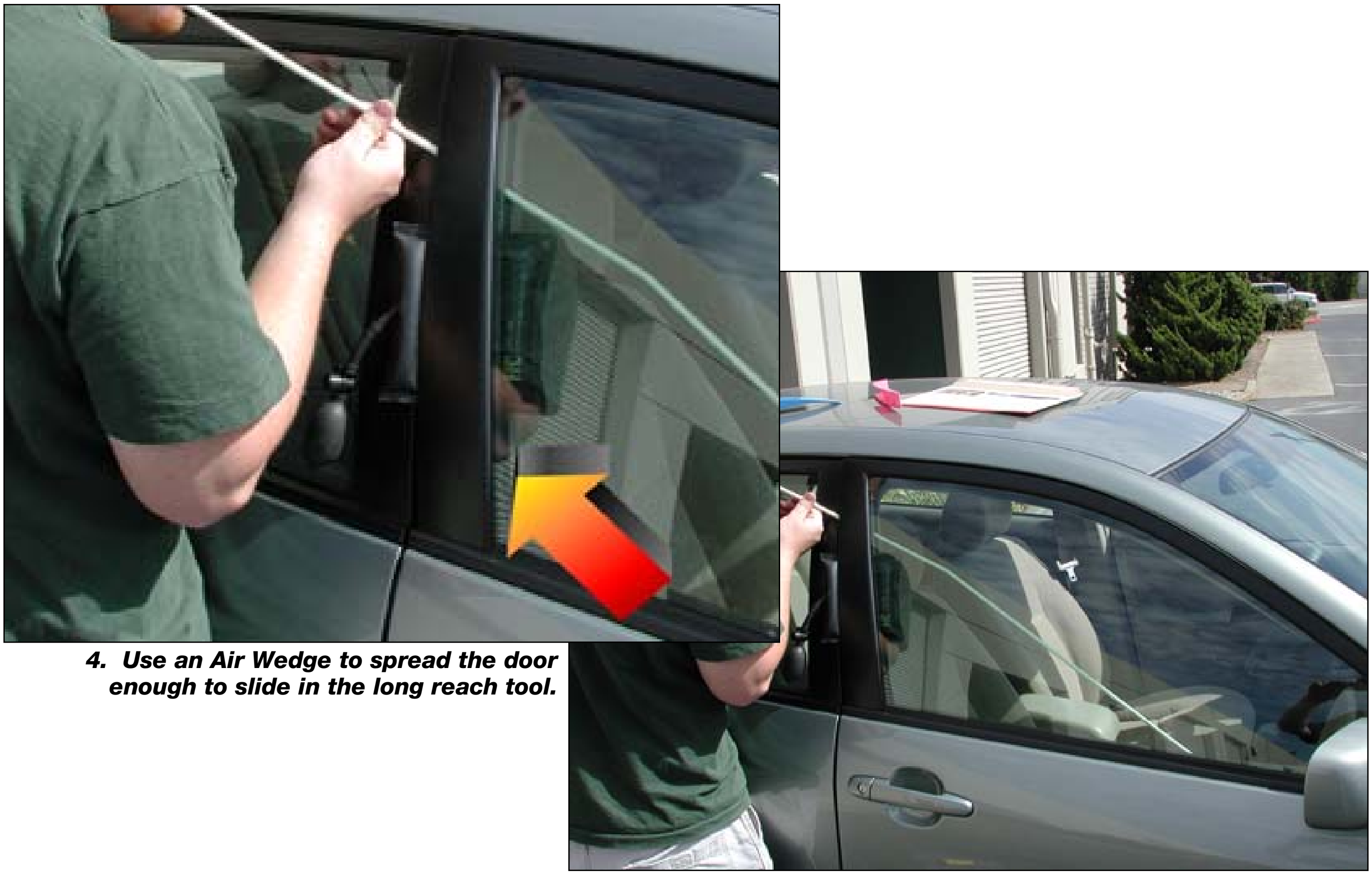
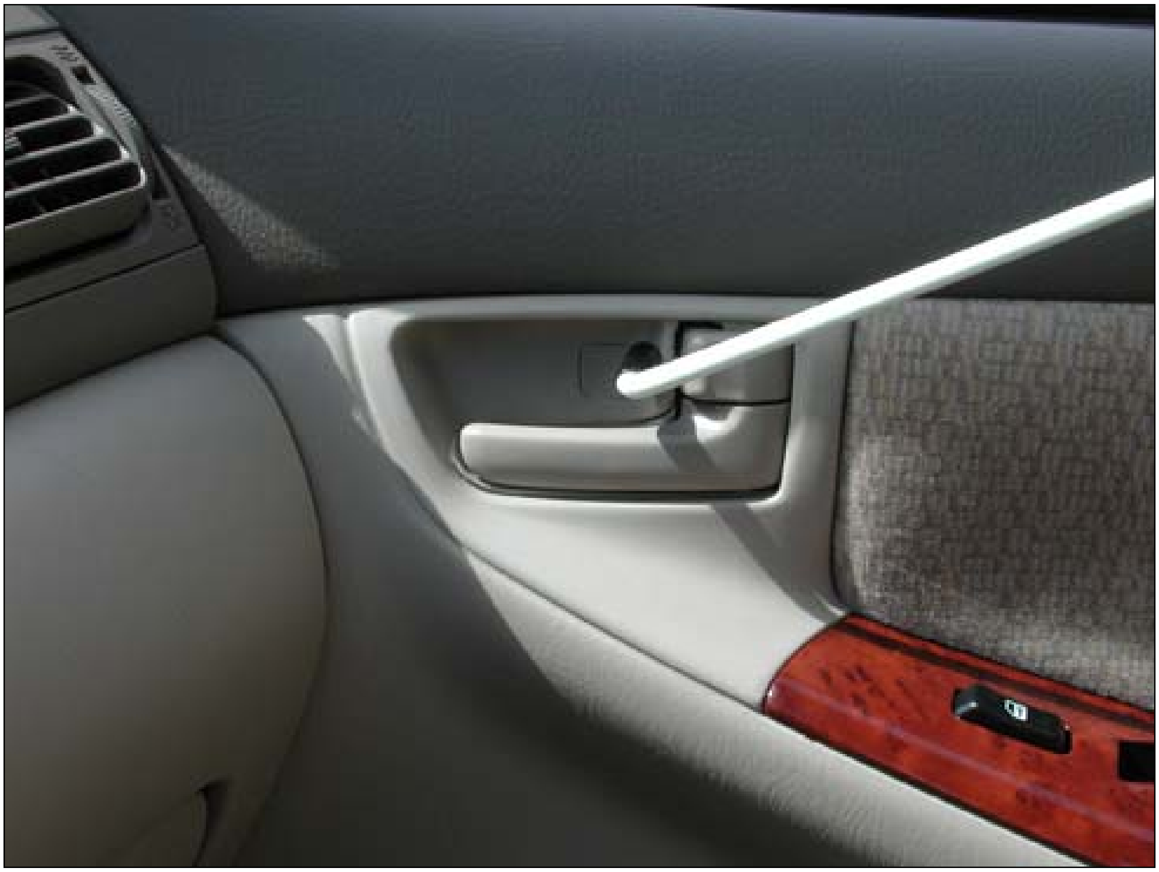


3. For this car we are going to use a long reach tool to unlock the car. Insert a wedge and used a piece of cardboard on the backside of the wedge so it doesn't mark the black plastic trim on the rear doorframe.



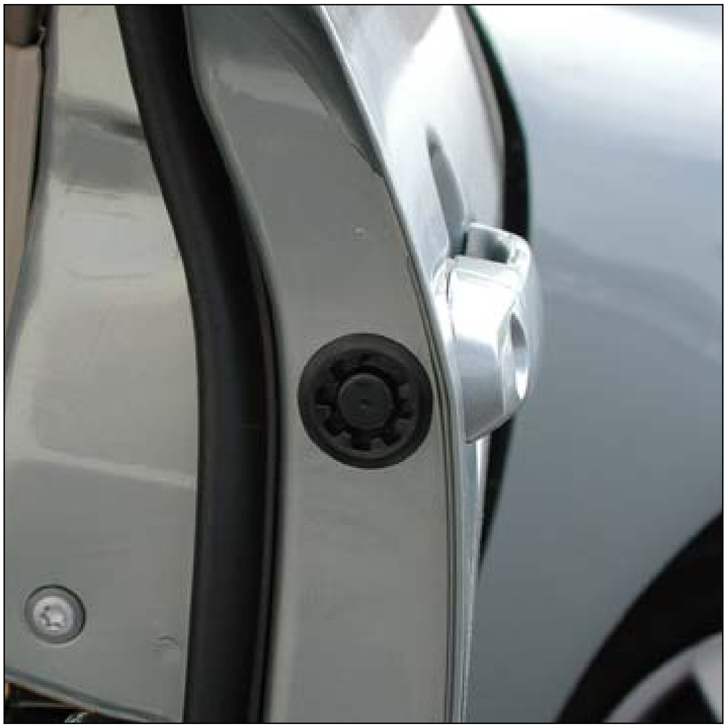
4. Use an Air Wedge to spread the door enough to slide in the long reach tool.



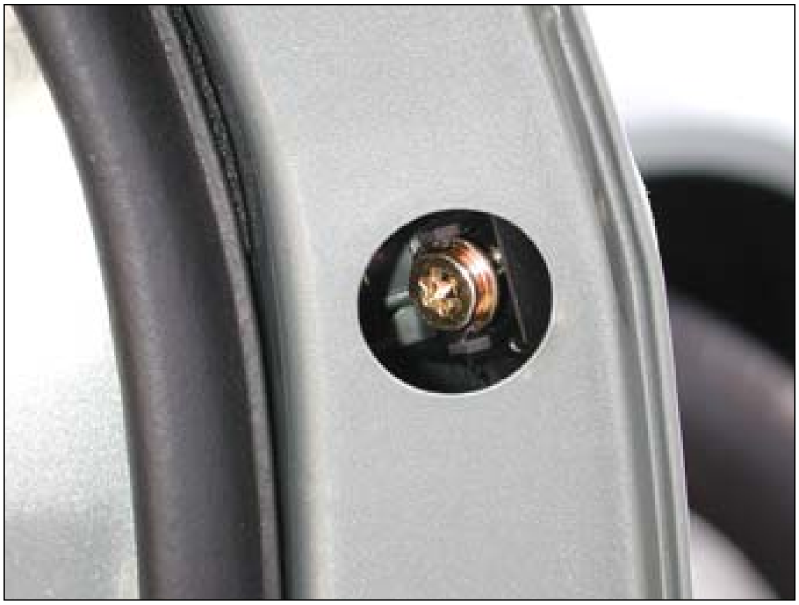
5. The inside door lock opens easily with the tip of tools it makes contact with.

6. The door lock cylinder sits alongside the outside door handle.

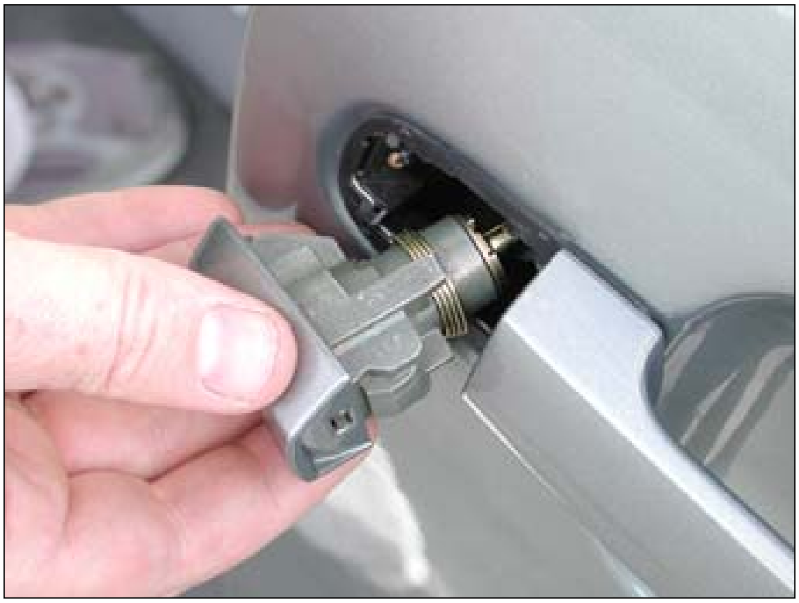
7. Removing the door panel is easy on this car. However you do not need too.



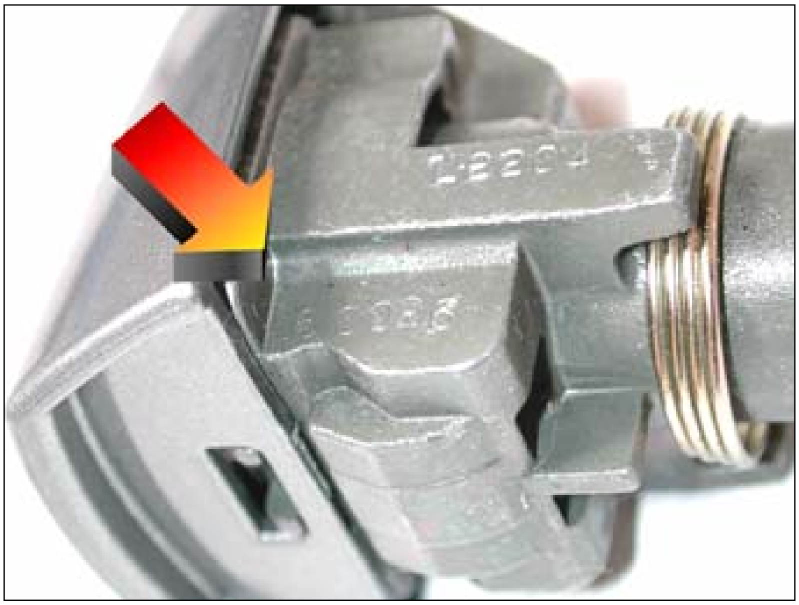
8. On this new Corolla the door lock cylinder is held in a by a #30 Torx bolt. Remove the black plastic cover to access the Torx bolt.



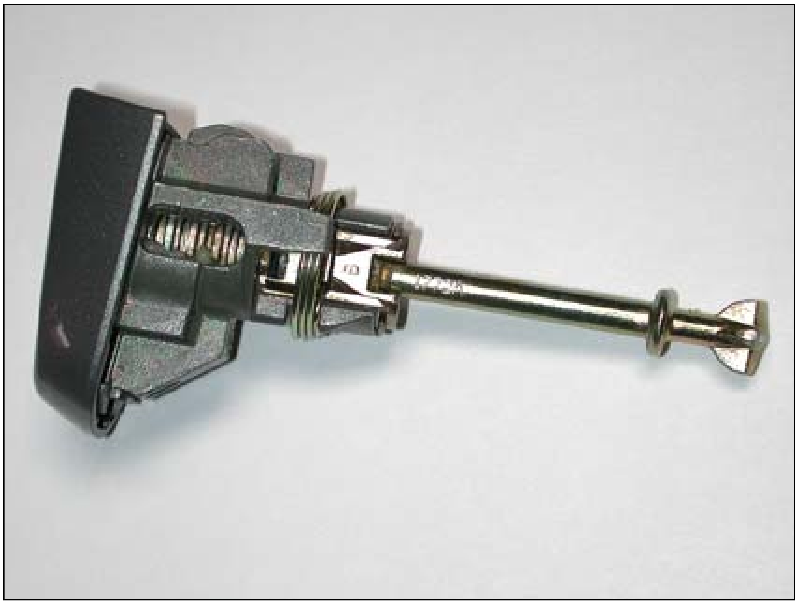
9. The Torx bolt is held in place by a plastic clip after you loosen it, therefore, you do not need to remove the bolt from the car.



10. The cylinder is held in there snugly and thus takes a little wiggling to slide it out.

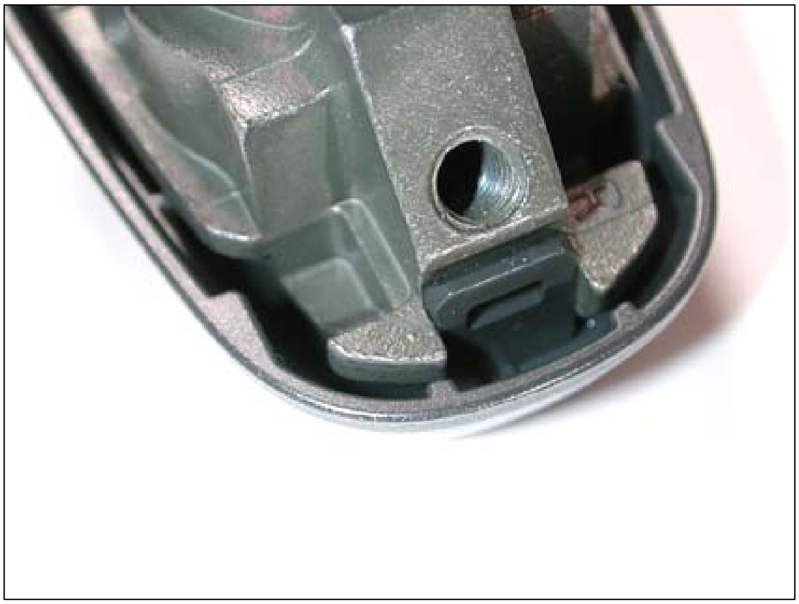


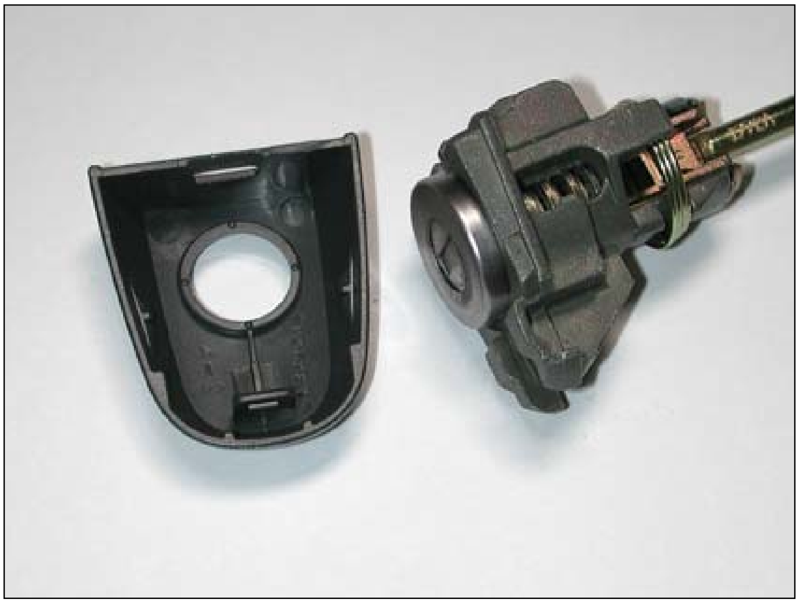
11. There are two sets of numbers on this lock. The upper one is a production code; the lower one is the code. The code is found only on the passenger door cylinder. This code is 60026, which is found in the newer Toyota code series 50,000 thru 69,999.



12. Here is a view of the lock cylinder removed from the car.

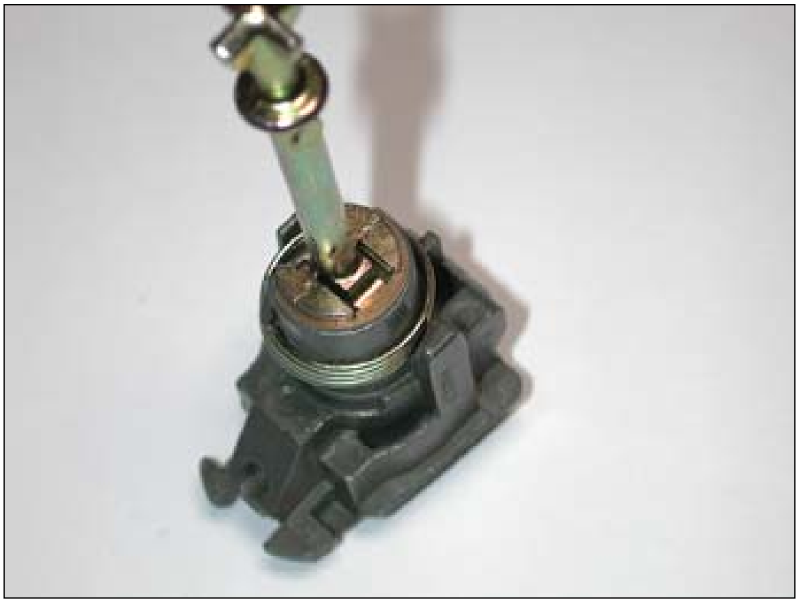
13. The lock cylinder painted plastic face cap will need to be removed.

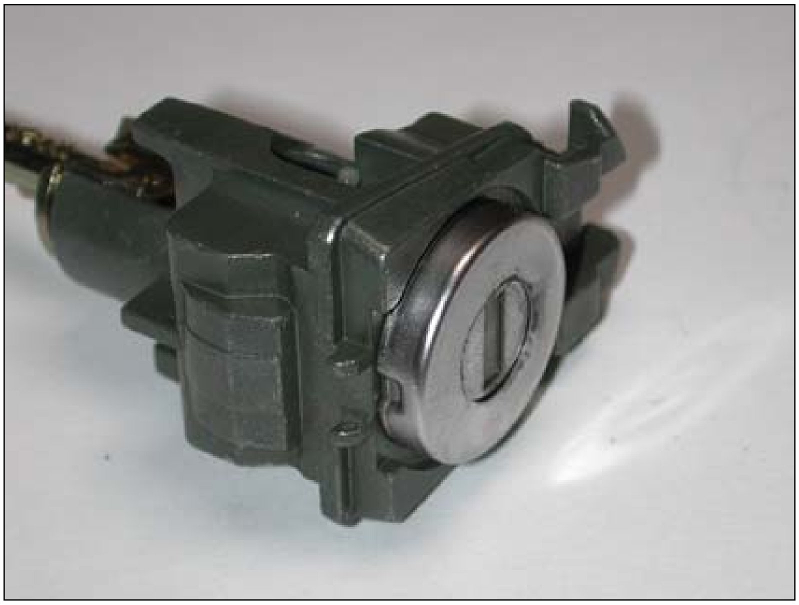




14. Gently unsnap the clip from the bolt side as seen in the picture or you risk breaking the cap.

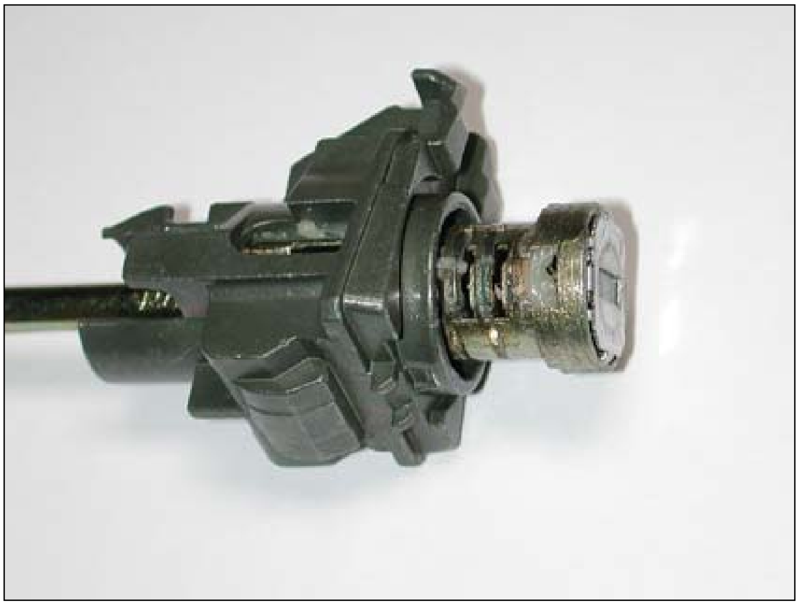
15. There is a "C" clip that secures the cylinder plug.

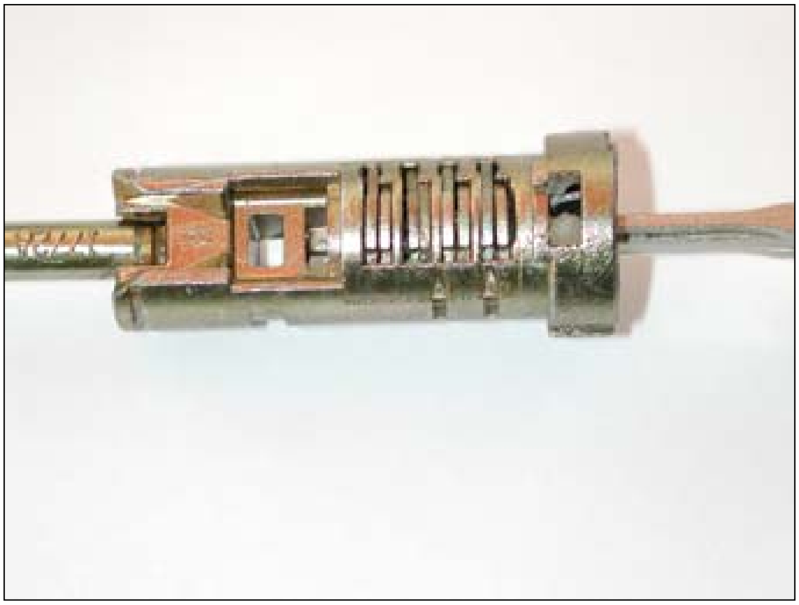




16. The face cap will have to be removed and must be reused when you re-assemble the lock cylinder.

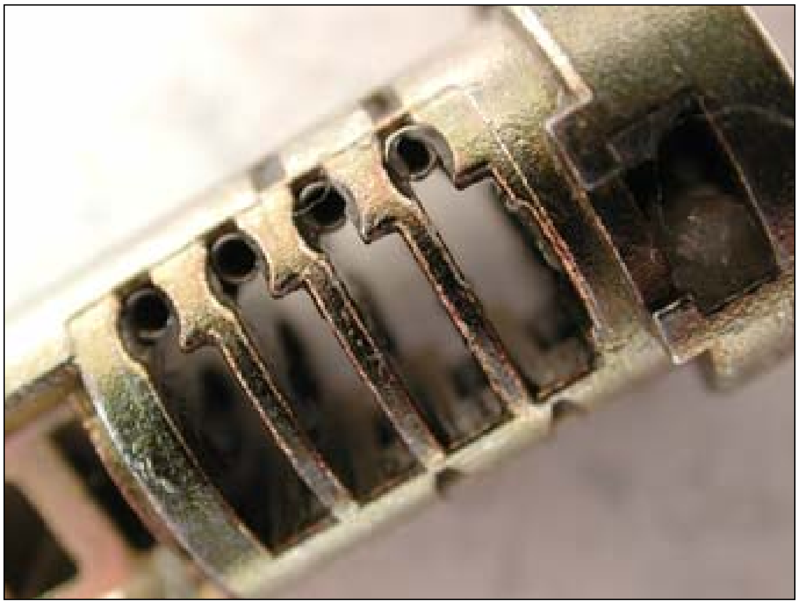
17. Once the face cap and the "C" clip are removed the cylinder will slide right out. You may have to remove the return spring to aid in the removal of the cylinder plug.

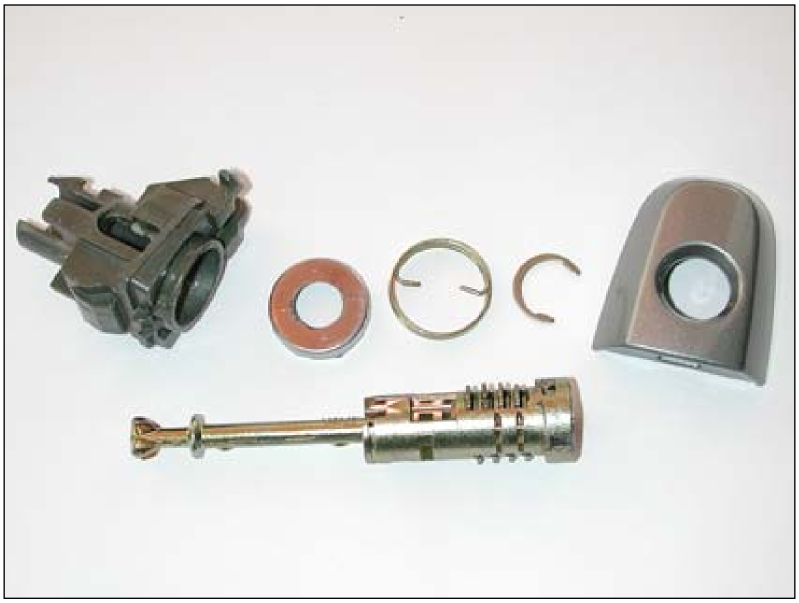




18. The door lock cylinder plug contains 8 out 10 tumblers in positions 3 through 10.

19. The '03 Corolla uses the new Toyota code series and thus has the new tumblers and tumbler arrangement. Each tumbler chamber holds 2 tumblers that go in opposite directions.

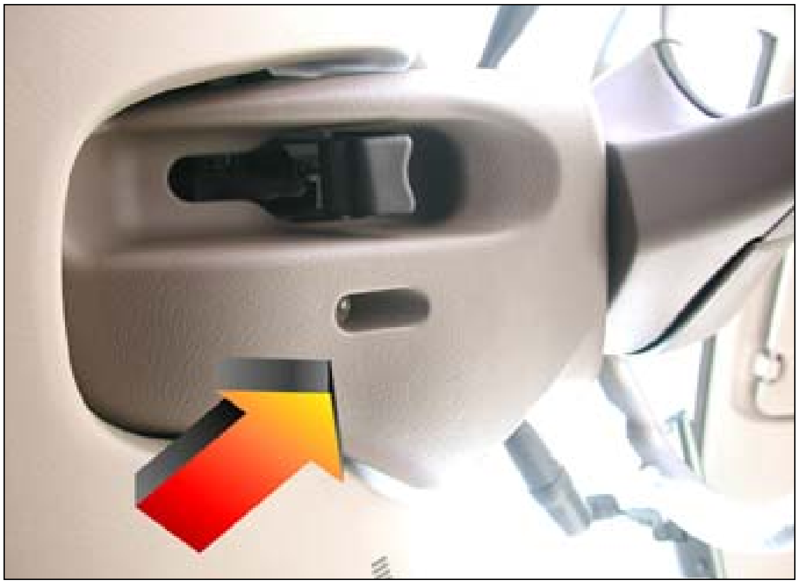




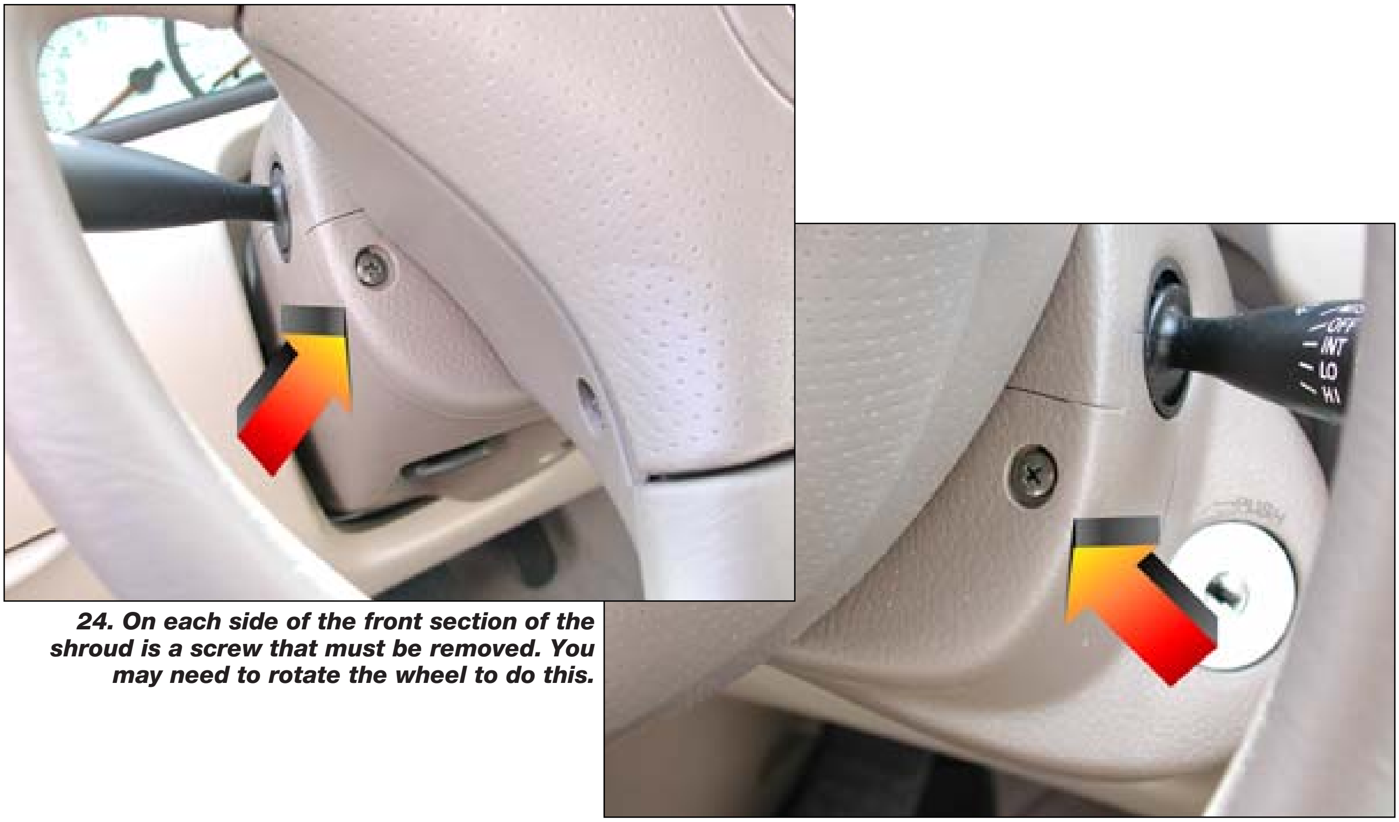
20. Here is a view of the disassembled door lock cylinder.

21. The ignition lock cylinder is very similar to other Toyota ignitions, which are called "Active" retainer locks. Which means the retainer will depress when a key is turned to the correct position.

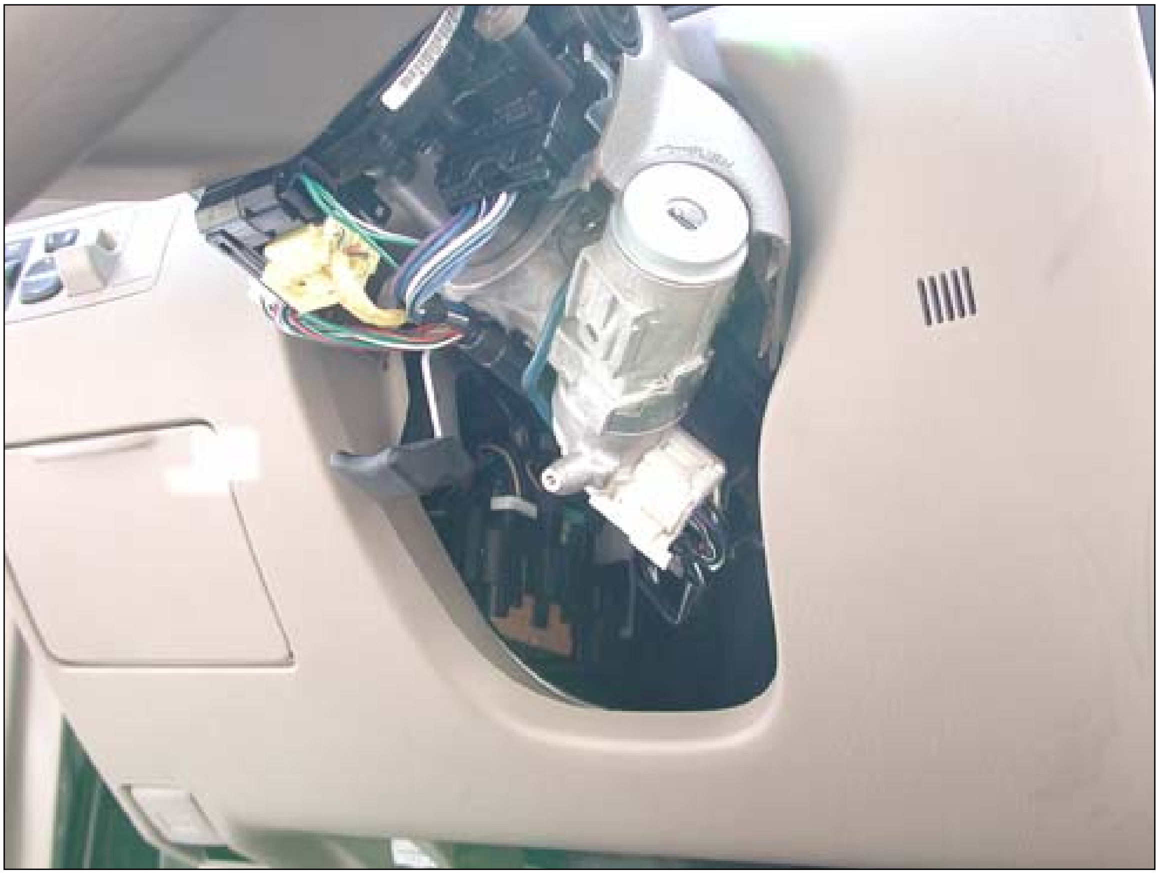
22. This car does not have a transponder system.



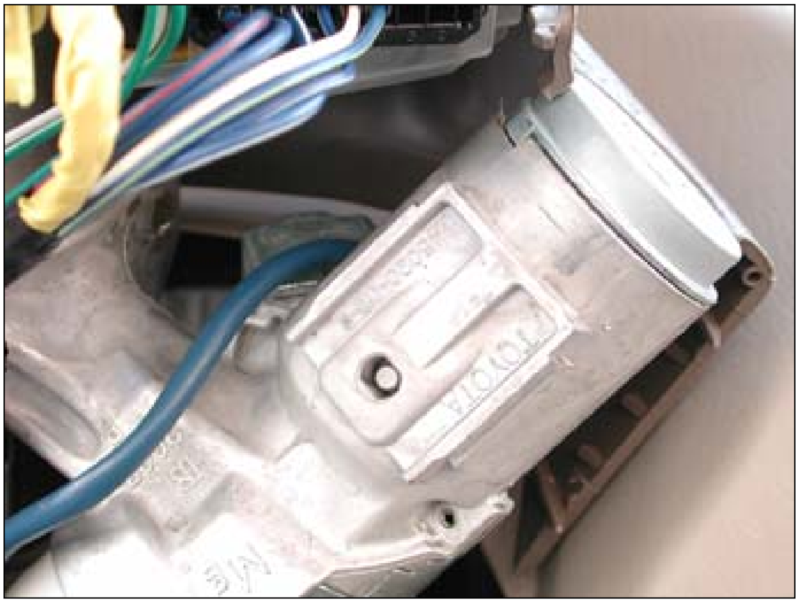
23. The bottom section of the plastic steering column shroud must be removed to depress the lock cylinder retainer. There is a single screw that must be removed.



24. On each side of the front section of the shroud is a screw that must be removed. You may need to rotate the wheel to do this.

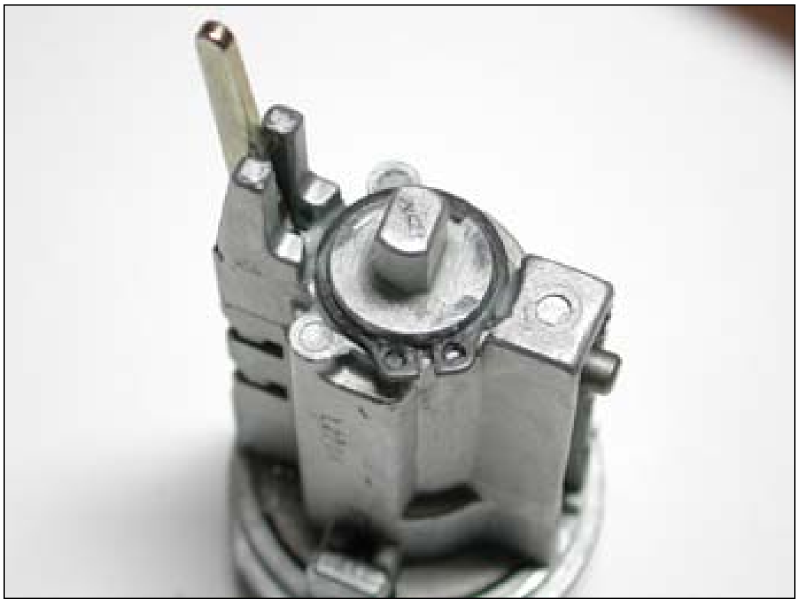


25. The lock assembly is exposed once the shroud is removed.

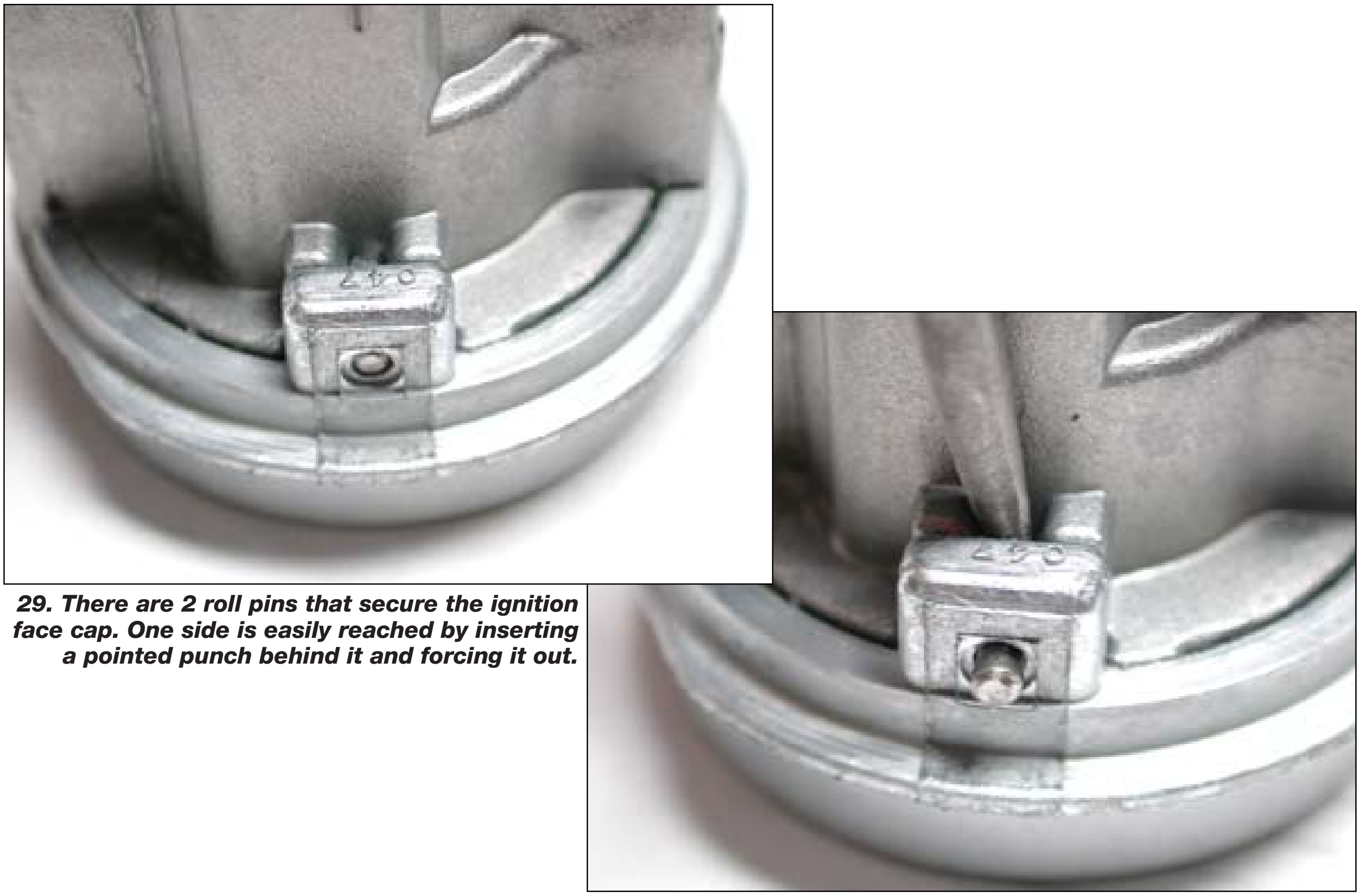


26. Insert a working key and rotate to the "ACC" position to depress and remove the lock cylinder. If you do not have a working key, the ignition lock will have to be drilled and replaced. Please DO NOT take a big heaping sledgehammer and pound the heck out of the retainer with a punch. Please DO NOT take the largest drill bit you own and pile drive it into the ignition lock cylinder to try and remove it.

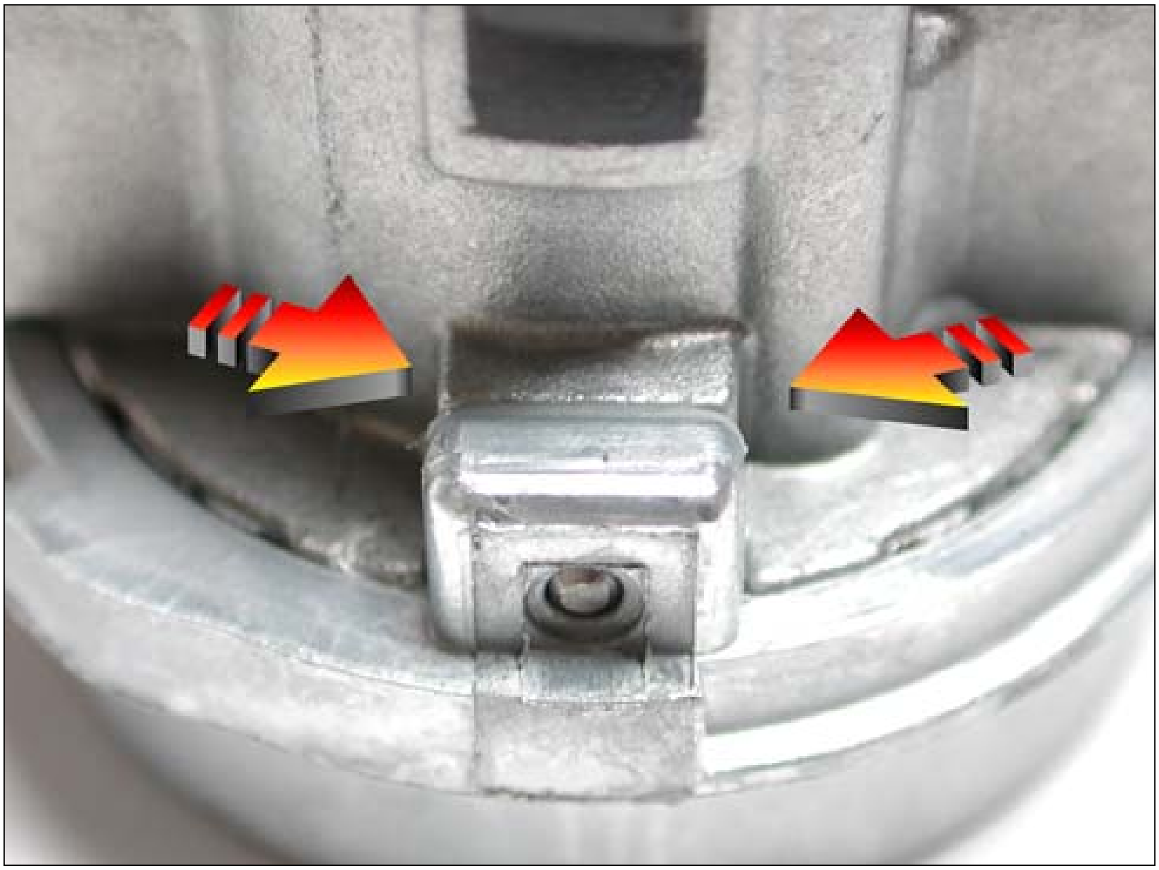
27. The ignition lock removed.



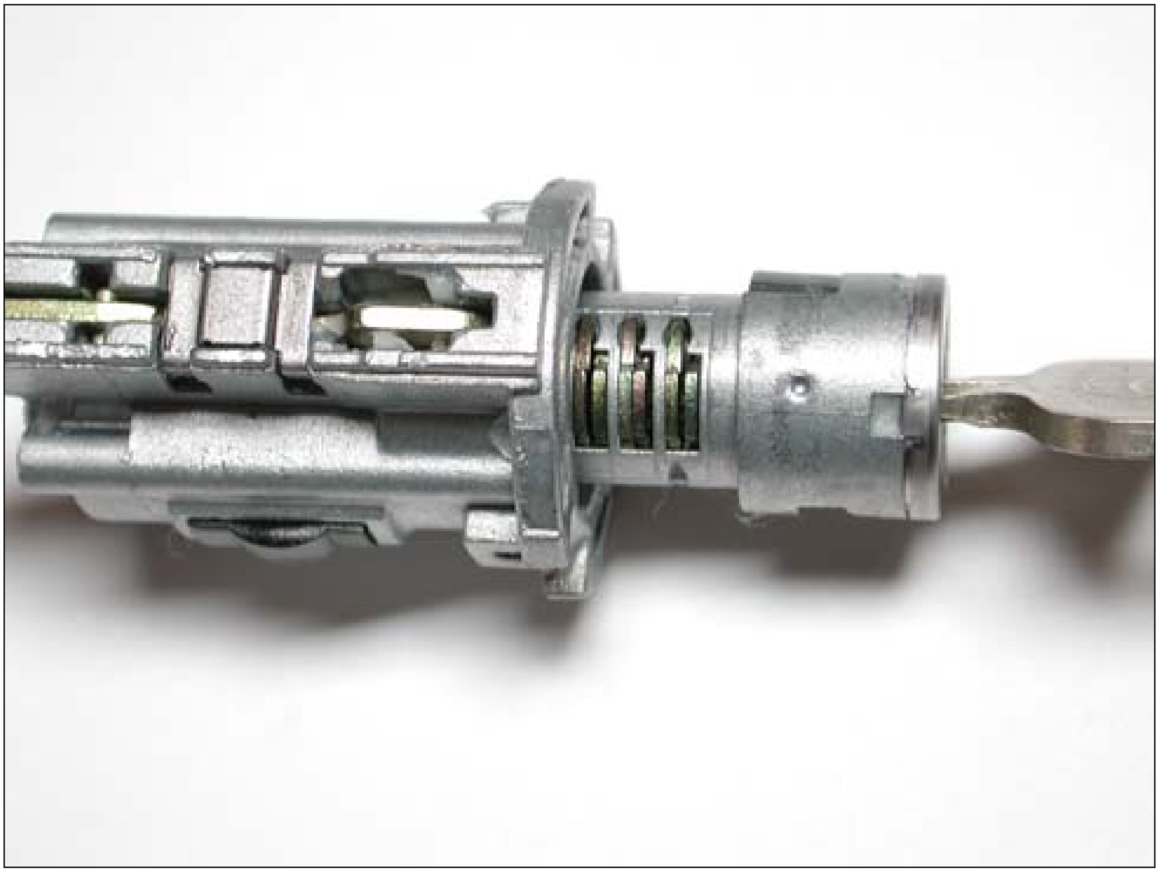
28. To disassemble the ignition lock you will need to remove the Tru-Arc ring on the rear of the lock cylinder.



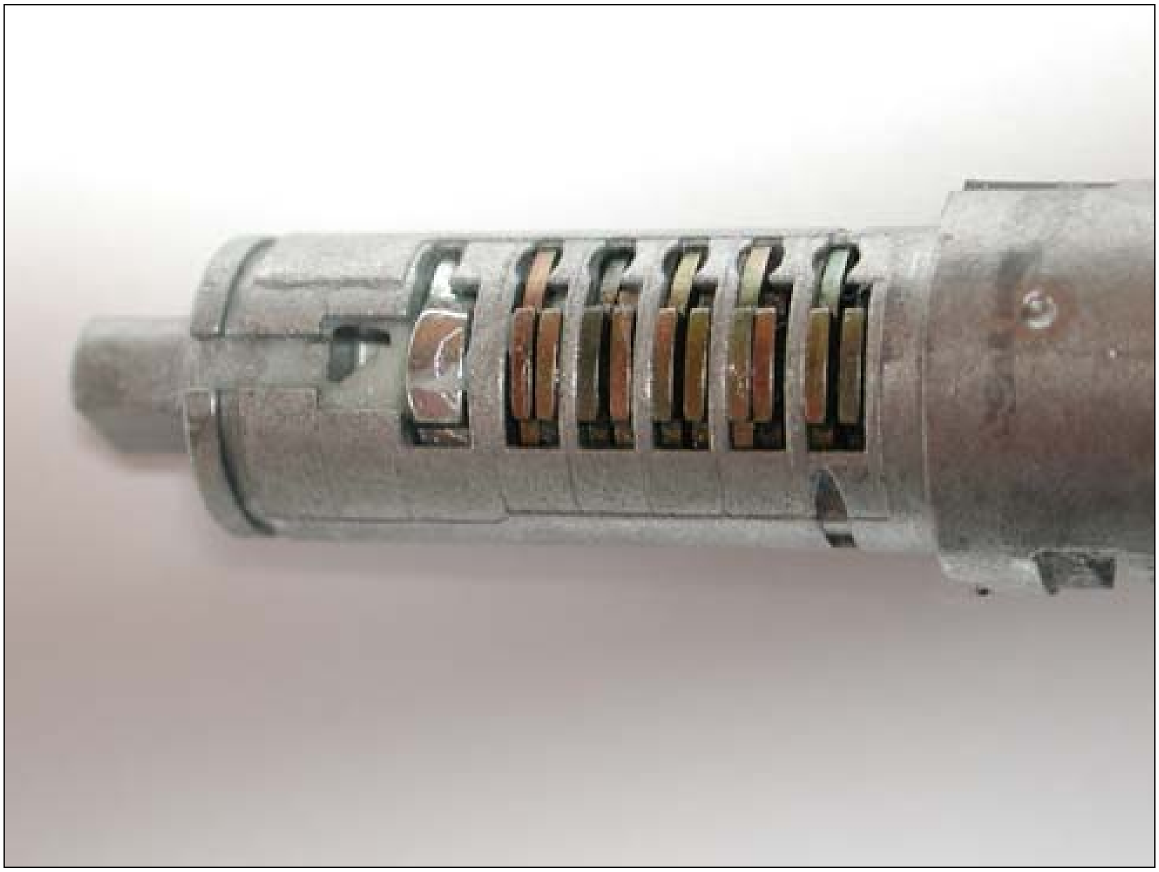
29. There are 2 roll pins that secure the ignition face cap. One side is easily reached by inserting a pointed punch behind it and forcing it out.



30. The other roll pin is not exposed and you must drill a small hole on either side of it and pry out the roll pin. Take your time and aim accurately when drilling.



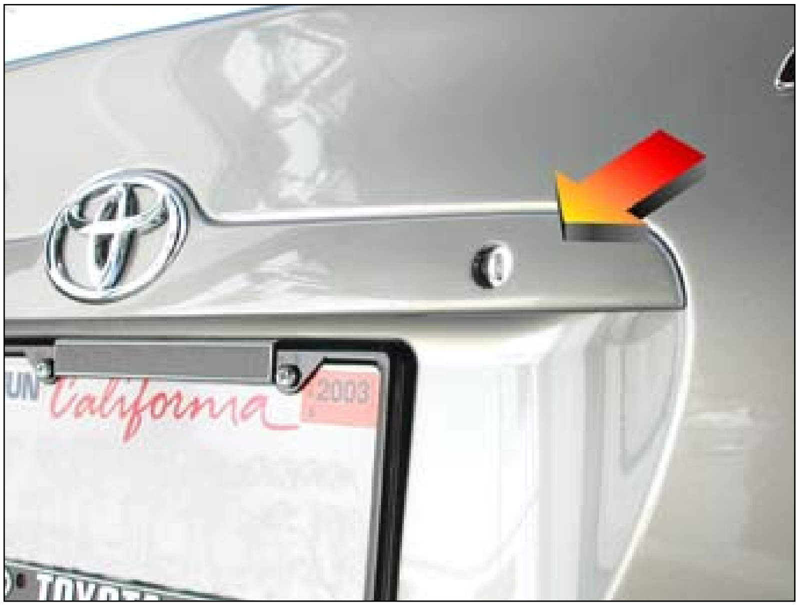
31. Once the roll pins are removed you can slide off the ignition lock cylinder face cap and slide out the cylinder plug.



32. The ignition lock cylinder plug contains all 10 tumblers in 5 chambers.

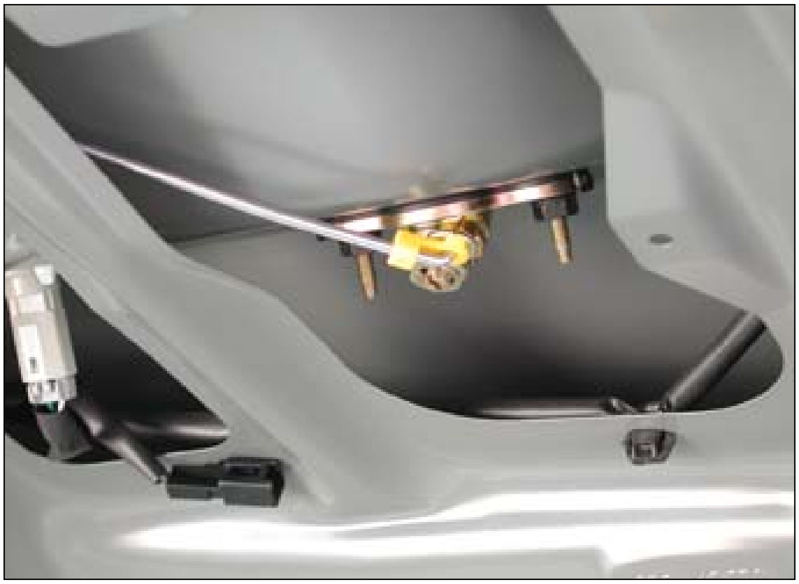
Trunk Lock:

33. The trunk lock cylinder is to the upper right of the license plate frame.

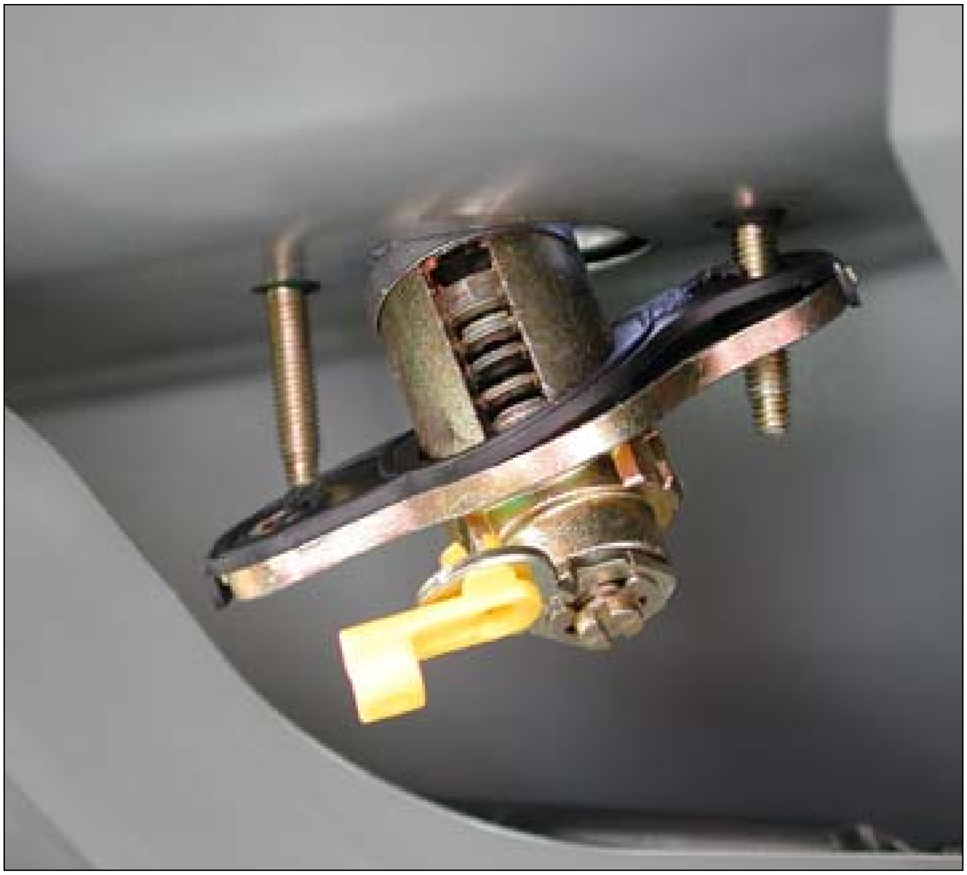


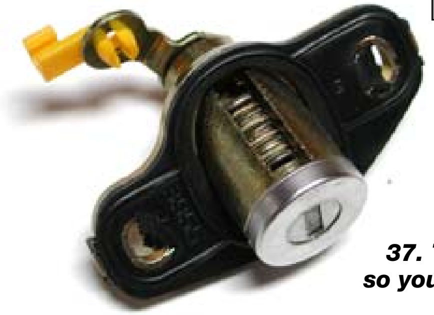
34. There is a plastic liner on the interior side of the trunk lid that must be removed. It uses the standard push-in style clips that can be removed and re-used with a little care.

35. Two 10mm bolt nuts secure the trunk lock.

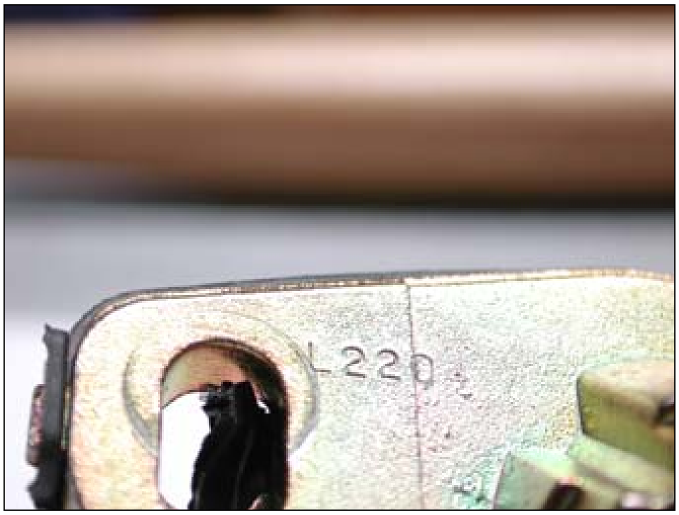


36. Boy, it sure is great not to have to remove any taillight assemblies to get the trunk lock cylinder out.

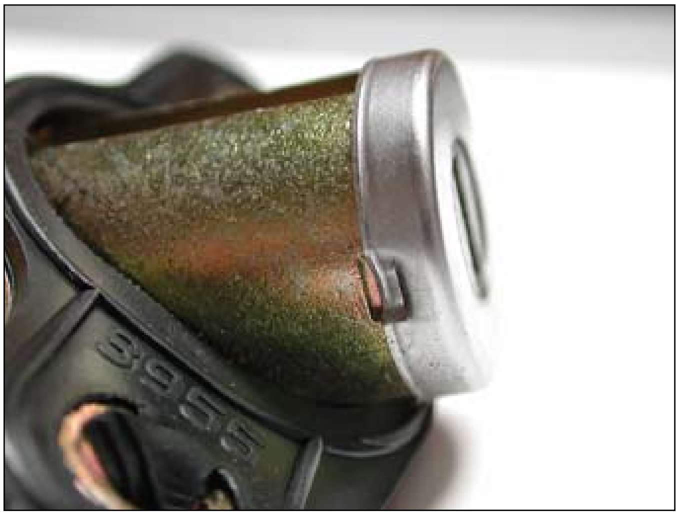




37. The trunk lock has a large opening on the bottom so you can see all the tumblers.

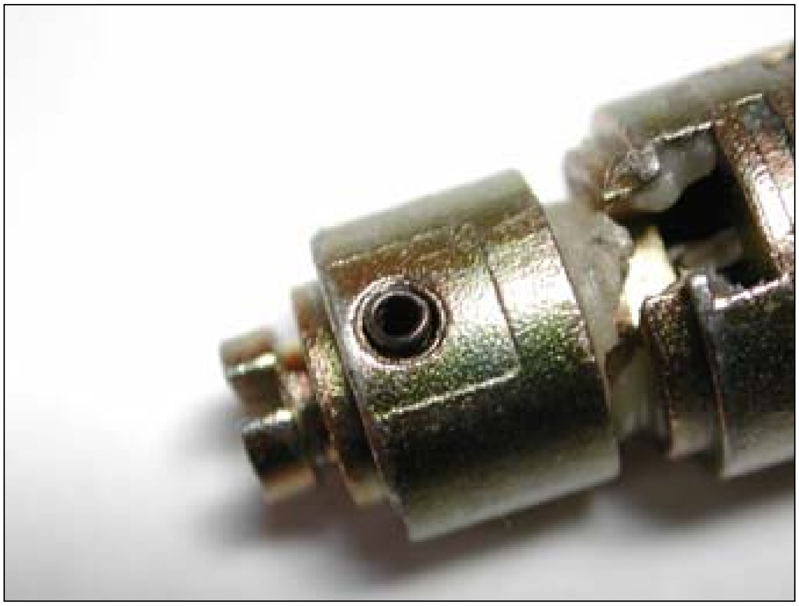


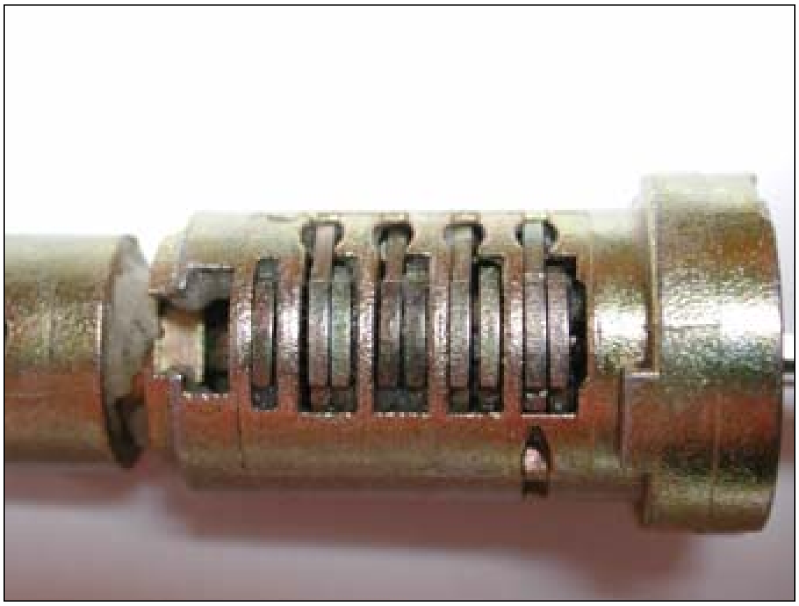
38. There is a set of numbers stamped into the trunk lock. It is not a code number, but it might be your lucky lottery numbers.



39. The face cap must be removed to disassemble the lock. The cap is notched on both sides.

40. The trunk plug has a spring-loaded ball bearing on the end. Watch out for this when you remove the cylinder plug. I wasn't watching and it flew out of the lock at a high velocity and has never been found since. I replaced it with one from a Nissan, but that will be our little secret.





41. The door lock cylinder plug contains 8 out 10 tumblers in positions 3 through 10. There is also a single valet tumbler for the tip position.

42. The valet tumbler is a number 2 depth cut into the key in what would the 11th position. Since Toyota reverses their tumbler depths it is stamped with a 3 on it. A number 4-depth tumbler would be stamped as a #1 on the tumbler and so forth, as an example.

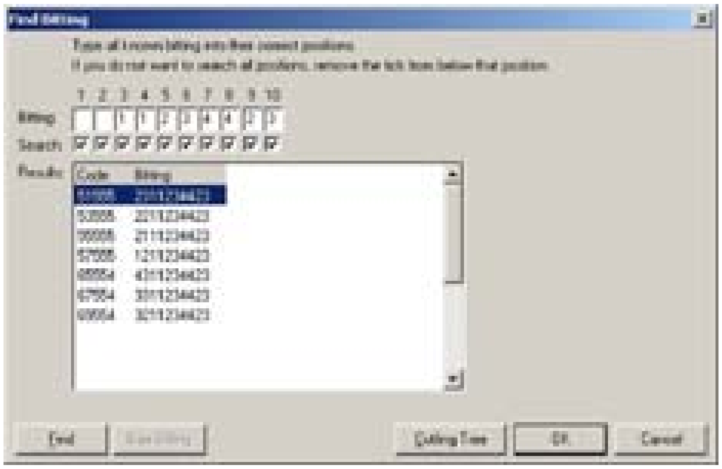
Making the First Key:

Well this could not be any easier.

Method #1: Remove passenger door lock and read code stamped on lock and make a code key.

Method #2: Disassemble a door or trunk lock and then you will have 8 of the 10 cuts in positions 3 through 10.

Progression the remaining cuts in the ignition for a complete key. Software programs like InstaCode make this much easier.



VITAL STATISTICS

Manufacturer: Toyota
Code Series: 50001–69999
Key Blanks:
Boerkey: 162300T10
Errebi: T04TY37RP
Ilco: TOY43AT4
Jet: TR47-PHT
Orion: T10TY51A
Silca: TOY43AT4
Number of Cuts: 10
M.A.C.S.: 2
Key Gauged: Tip
Center of First Cut: .846
Cut to Cut Spacings: .0551/.0826 Alternating
Cut Depth Increments: .0255
Notes:
Spacings:
1 - .846
2 - .791
3 - .709
4 - .654
5 - .571
6 - .616
7 - .433
8 - .378
9 - .295
10 - .240
Depths:
1 = .323
2 = .297
3 = .272
4=.246

HPC 1200CMB
Code Card: CF307
Jaw: A
Cutter: CW-47MC
Gauge From: Tip
HPC 1200PCH (Punch):
PCH Card: N/A
Punch: N/A
Jaw: A
Silca UnoCode
Card Number: 1420
HPC CodeMax
DSD #: 176
Jaw: A
Cutter: CW-47MC
Curtis No. 15 Code Cutter:
Cam-Set: N/A
Carriage: N/A
Framon #2:
Cuts Start at: .404
Cut to Cut Spacing: .0551/.0826 Alternating
Block #: N/A
Depth Increments: .0255
Cutter:
Key Clamping Info: Key aligned using left side of vise/spacing clip.
A-1 Pack-A-Punch
Quick Change Kit: N/A
Punch: N/A
Die: N/A
ITL 9000 & 950
Manufacturer ID: N/A
ECM 200
N/A

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